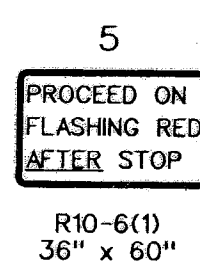
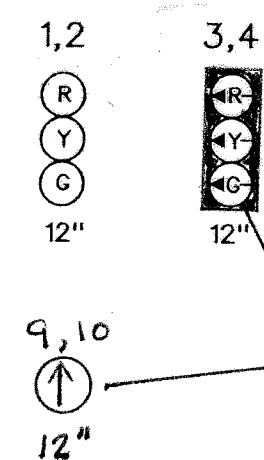
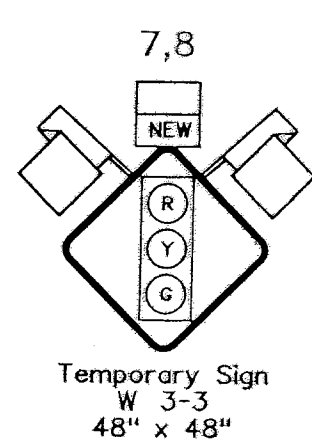


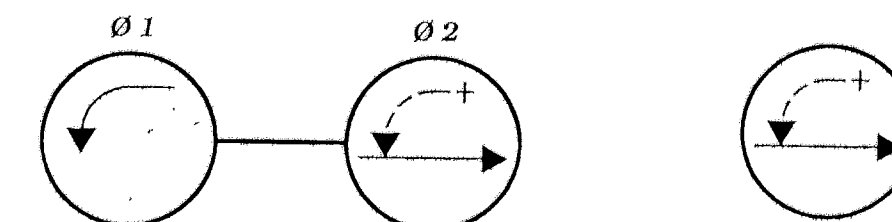
SIGNALS



SIGNS



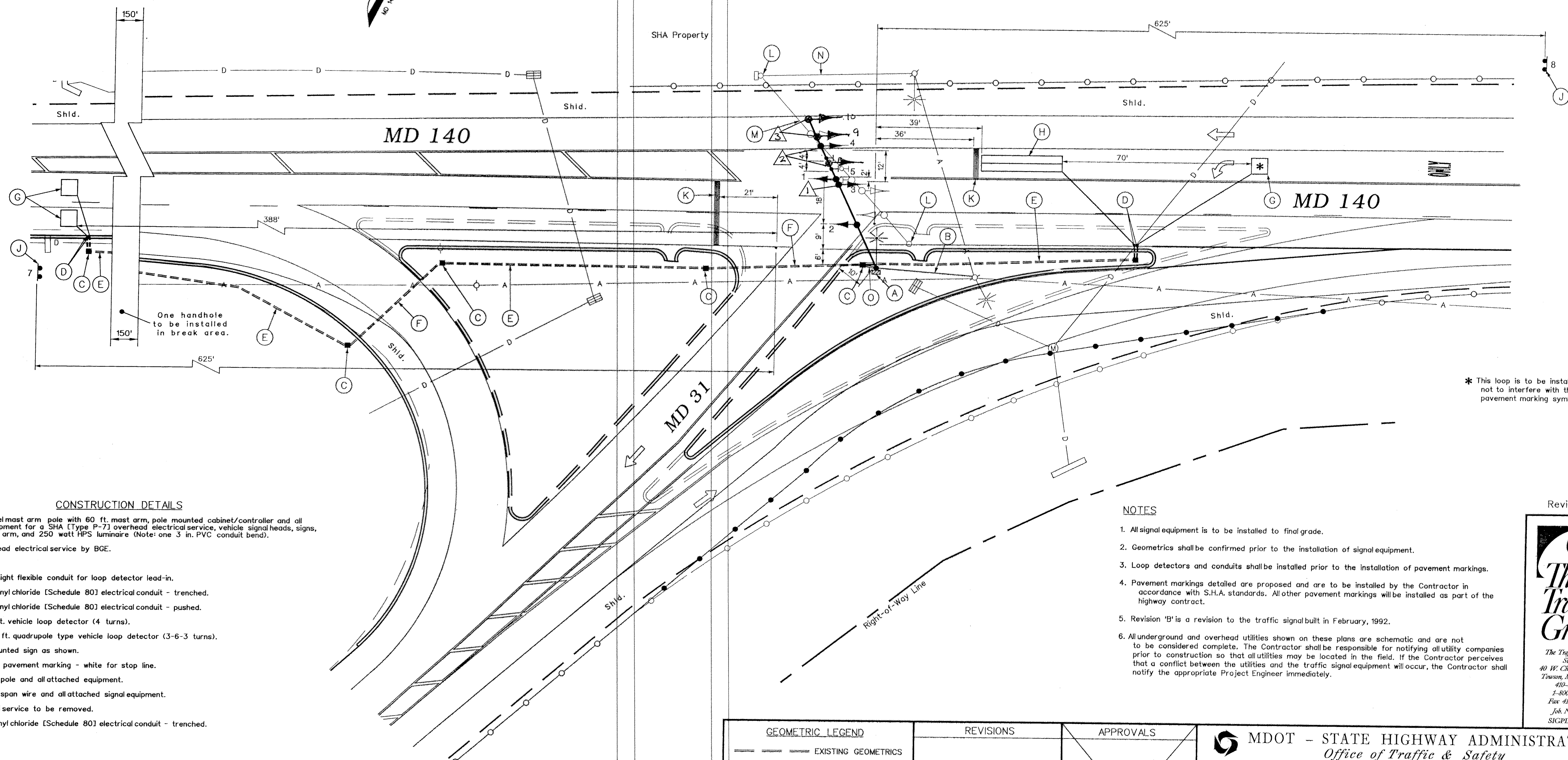
NEMA PHASING



- PHASING NOTES:
 1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY
 2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY

Revision "C" Construction Details

- △ Remove signal and install optically programmed signal head.
- △ Remove signal and install optically programmed signal head over the center of the WB MD 140 left-turn lane.
- △ Install 12 in. one-way, one-section (GREEN ARROW) signal head for the WB MD 140 through lane.



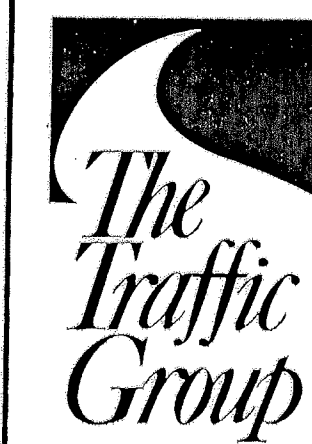
CONSTRUCTION DETAILS

- A. Install 27 ft. steel mast arm pole with 60 ft. mast arm, pole mounted cabinet/controller and all necessary equipment for a SHA (Type P-7) overhead electrical service, vehicle signal heads, signs, 10 ft. luminaire arm, and 250 watt HPS luminaire (Note: one 3 in. PVC conduit bend).
- B. Proposed overhead electrical service by BGE.
- C. Install handhole.
- D. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- E. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
- F. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - pushed.
- G. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
- H. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
- J. Install ground mounted sign as shown.
- K. Install 24 in. wide pavement marking - white for stop line.
- L. Remove existing pole and all attached equipment.
- M. Remove existing span wire and all attached signal equipment.
- N. Existing electrical service to be removed.
- O. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.

NOTES

- 1. All signal equipment is to be installed to final grade.
- 2. Geometrics shall be confirmed prior to the installation of signal equipment.
- 3. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- 4. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings will be installed as part of the highway contract.
- 5. Revision 'B' is a revision to the traffic signal built in February, 1992.
- 6. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

Revision "B"



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GEOMETRIC LEGEND

EXISTING GEOMETRICS
 PROPOSED GEOMETRICS

UTILITY LEGEND

G - GAS MAIN
 W - WATER MAIN
 S - SEWER MAIN
 E - ELECTRIC CABLES
 D - STORM DRAIN
 A - AERIAL CABLES
 T - TELEPHONE CABLES

REVISIONS

APPROVALS

ASST. TRAFFIC ENGINEERING DESIGN DIVISION

ASST. DISTRICT ENGINEER - TRAFFIC

CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION



MDOT - STATE HIGHWAY ADMINISTRATION
 Office of Traffic & Safety
 TRAFFIC ENGINEERING DESIGN DIVISION
 (Traffic Signal Plan)

MD 140 at MD 31

DATE: February 13, 1992

LOG MILE - 06014010.72

DRAWN BY: B. Thompson

F.A.P. NO. N/A

CHK. BY:

S.H.A. NO. N/A

PLAN SHEET NO.:

SHEET NO. 3214.B